



IFW

Tom Yourk (10/707,174)
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June 30, 2004

U. S. Department of Commerce
Patent and Trademark Office
Organization TC3700 Bldg./Room C P 2
Washington D.C.
Attn: Urszula M. Cegielnik

Dear Ms Cegielnik,

I have revised the patent application for purposes of clarity and to address questions or concerns you have raised with previous patents.

Added text is red.
Deleted text is within { blue }

I have revised the figures with new figures to replace what was in the original.
Also the pictures provided now replace the originals.

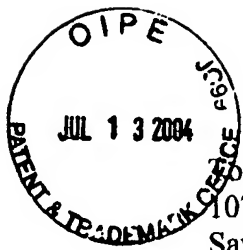
I trust this meets with your approval and should you require any additional information please don't hesitate to call or write. My telephone number is area code 912 927 9606. If need be I could visit and bring the 4 ft. prototype to your office for visual and hands-on inspection.

Thanks sincerely,

Tom Yourk

Tom Yourk

The PTO ~~did not~~ receive the following
listed Items(s) only one CD



Tom Yourk (10/707,174)
107 Phyllis Dr.
Savannah GA. 31419

June 25, 2004

U. S. Department of Commerce
Patent and Trademark Office
Organization TC3700 Bldg./Room C P 2
Washington D.C.
Attn: Urszula M. Cegielnik

Dear Ms Cegielnik,

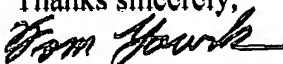
The SubInstruction.mpg is an early video showing how the bilge pumps, the battery, and the electrical components (WTC water tight chamber) are placed in the submarine. As you can tell from the video all the components can be removed and replaced in a matter of minutes. This shows how simple the system is as opposed to the submarine described by Fleischmann (4,919,,637), which incorporates hydraulic bellows actuated (servos) to operate external directional controls i.e. dive planes, etc. The propulsion system I propose does not involve external moving controls such as dive planes or rudder. Direction is entirely controlled by thrust from the specific bilge pump. There is no "up" bilge pump since the submarine is balanced to float or rise to the surface when forward speed is terminated.

The 4 ft. and 7 ft. videos show the operational characteristics of the bilge pump propulsion system in two different sized prototypes.

The still pictures show both the 4 ft. and 7 ft. subs and the current configuration of bilge pumps in the 7 ft. hull. These bilge pumps are more powerful versions than seen in the SubInstruction.mpg video.

These videos are MPEG 2 in format and may not work on your computer because of the higher resolution. Therefore on the CD disk marked disc two, I have provided copies of the video in MPEG 1 format at a lower resolution which is more compatible with most computers.

I hope this information provides you with a better understanding of what I'm trying to convey in the patent application.

Thanks sincerely,


Tom Yourk